

Ericksen/Hildebrand Roadway Connection

December 3, 2001 Public Works Committee Meeting

Jeffrey M. Jensen, P.E. City Engineer

Introduction

This report reviews traffic in the Winslow area and presents recommendations of the Public Works Department, Engineering Division on the connection of Ericksen Avenue and Hildebrand Lanes and the intersection of High School Road and Hildebrand Lane. The report is intended to provide a review of the current status, recommendations and intended uses of Ericksen Avenue and Hildebrand Lane (Ericksen/Hildebrand) between High School Road and Winslow Way. It identifies areas of concern to the neighborhood and community, with regards to the uses the corridor has and is intended to have. The most readily identifiable deficiencies are noted, with recommended improvements or strategies to address those deficiencies listed.

Recommendation

Public Works Engineering staff recommend that the following actions be made in the corridor:

Ericksen Avenue and Hildebrand Lane connection. Staff recommends that this connection be opened within the next 16 to 24 months. The opening of the connection could be incorporated into the ongoing Ericksen Avenue Improvement project, a development project and/or a future city project. This recommendation is based upon neighborhood and city traffic circulation, the limited change in the traffic volumes with the opening, the limited number of alternate through north-south and east-west corridors in the Winslow area, improved public safety and the ability to meet the Winslow Master Plan requirements.

The design of the connection must include the following to the practicable extent per the Winslow Master Plan:

1. Through sidewalks and bike lanes on both sides of the street.
2. A curving roadway alignment.
3. Center median continuing as far north as practical.
4. Retention of the shelter and as much of the green space area as possible.
5. Traffic calming/speed control that will likely include a three-way stop at Wallace Way and Ericksen Avenue.
6. Coordination with other roadway and intersection improvements along the entire Ericksen Avenue and Hildebrand Lane corridor.

Hildebrand Lane and High School Road intersection. This intersection has a current LOS D/E and future (2012) LOS F in its current configuration with or without opening the

Ericksen/Hildebrand connection. Staff recommends that the intersection be modified to provide an island allowing separate left turn and right turn movements (see Figure 14) in 2002. Staff further recommends that the intersection be reevaluated after 2003 to determine if the effects of planned improvements in the area have an effect on the Level of Service such that additional improvements are required.

Request for study

PW was requested by the City Planning and Community Development Department to evaluate the connection of Ericksen Avenue and Hildebrand Lane in the spring of 2001. The request was driven due to numerous development requests in the corridor area that were being affected by the ability for traffic to circulate effectively in the area and to plan with knowledge of whether or not the connection will ever be opened. The Public Works Engineering division contracted with JDL consultants to evaluate the existing and build out traffic conditions in accordance with the requirements set forth in the Winslow Master Plan. This study and the contract with JDL were approved by the City Council at their meeting of February 14, 2001.

Current status

Ericksen/Hildebrand between High School Road and Winslow Way is identified as an Urban Collector in the City's 1994 Comprehensive Plan. At present the northernmost portion of Hildebrand Lane is a private easement that carries considerable public traffic through to the public portion of Hildebrand Lane. The break from public to private is located at the south edge of the Island Grill property, about the center of the Wells Fargo Bank property. The Hildebrand roadway ends at a cul-de-sac where the Frontier Bank access connects on the southwest side. The Hildebrand Lane public right-of-way continues south of the cul-de-sac to the Ericksen Avenue right-of-way. This segment is currently blocked to motor vehicle traffic. The Frontier Bank access continues through to meet Wallace Way west of the Wallace-Ericksen intersection. The Frontier Bank accesses and parking lot have become the default "through connector" for motor vehicle traffic over the past several years. In fact, the current peak hour traffic volume of about 300 trips per hour indicates that in a practical sense, the Ericksen/Hildebrand connection already is in place for many motorists. The proposed opening of the roadway through the existing right-of-way truly represents recognition of this situation and an improvement to the current by-pass condition. Bicycle and pedestrian traffic is able to continue through the Hildebrand Lane right-of-way between Hildebrand Lane and Ericksen Avenue along a sidewalk that connects the cul-de-sac to Ericksen. This sidewalk carries considerable bicycle and pedestrian traffic, both commuters and shoppers. Ericksen Avenue from Wallace Way to Winslow Way is a continuous street with stop signs at Wyatt and Winslow Way.

The downtown core area of Bainbridge Island is generally considered to be the area bordered by High School Road on the north, Highway 305 on the east, Eagle Harbor on the south, and Grow Avenue on the west. The Ericksen/Hildebrand corridor represents one of only three streets that could run north-south from Winslow Way to High School Road in this core area. (The others are Madison Avenue and Grow Avenue.) The east-west streets that run through the core area between Ericksen/Hildebrand and Grow Avenue are High School Road, Wyatt Way and Winslow Way. Of these three, Wyatt Way does not connect to Highway 305.

Bainbridge Island's (Old Winslow's) downtown street layout is unique, because there are so few through streets and the corresponding block sizes between these through streets are very large (Figure 1). The north-south streets are separated by about 1000', while the east-west streets are separated by much more (Winslow Way to Wyatt is about 1100' and Wyatt Way to High School Road is nearly 2300'). Six other cities in Washington that have a total population within 3000 people of Bainbridge Island's total (17,000 to 23,000) have smaller block sizes with greater numbers of through streets in their downtown areas (Figures 2 – 7). Note that Figures 1 – 7 are all printed at the same scale. The average block sizes in these cities is near a typical block of 330' by 660'. Because of Bainbridge's large block sizes and limited number of through streets, we see higher traffic volumes on each of our through streets than are typically seen on downtown streets in other communities of our size. This leads to a high public sensitivity about any action that will increase the traffic on any given street. It also leads to a heightened need to utilize the few through streets to their full potential, so that the other through streets and neighborhood accesses are not burdened with an even greater (and disproportionate) share of the downtown area traffic.

It is worth noting that the condition of having very large block sizes with few through streets is more typical of the "autocentric" shopping mall development areas rather than in a typical downtown shopping district. The shopping mall type of development is noted for being unfriendly to pedestrian uses and is at a scale that encourages automobile use. A more typical downtown shopping district has a number of available streets so that the automobile traffic is dispersed, there is more available street frontage so that small shops and businesses are encouraged, and there are many routes provided for pedestrians to travel and explore. Cities with particularly small block sizes and many streets, are noted for being very pedestrian friendly (Portland, Oregon and Manchester, England are two examples of this). We are already seeing the development of additional "streets" to provide additional vehicle and pedestrian access in downtown Winslow. It is occurring through the development of private easements and parking lot access aisles behind Winslow Way businesses and along the Playhouse, City Hall, and the Health Maintenance Center.

Requirements of Comprehensive Plan and Winslow Master Plan

The through connection of Ericksen/Hildebrand is not specifically addressed in the original Comprehensive Plan. The City Council adopted the Winslow Master Plan as a supplement and addendum to the Comprehensive Plan. The Winslow Master Plan addresses this issue as follows:

“Ericksen Avenue should be opened from Wallace Way north only:

(a) if it can be designed in a configuration other than a straight extension and with adequate traffic calming and pedestrian-friendly measures. The existing median should be extended as far as possible from Wyatt Way up to High School Road. The extension should be designed to maximize the amount of green space at Ericksen Avenue and Wallace Way and retain or create a pocket park. Bike lanes, sidewalks on both sides and traffic calming features should be added to Ericksen Avenue; and (b) after a traffic study is conducted that reexamines the impact of opening Ericksen Avenue on (1) the overall north-south circulation between Winslow Way and High School Road from Ericksen, Madison and Grow Avenues and, (2) the intersections of Winslow Way/ Ericksen Avenue, Hildebrand/High School Rd./SR 305, Madison Avenue/Winslow Way, Madison Avenue/High School Rd., (3) pedestrian and bicycle access and safety and (4) new approved development within the High School Road District. The traffic study should include solutions to impacts identified in the study and should include timing phasing of any recommended changes.”

The Winslow Master Plan also states the following:

“Ericksen Avenue

The impact of the opening of Ericksen Avenue on the High School Rd./SR 305 intersection is addressed by the baseline improvement contained in all of the alternatives--that the eastbound approach of High School Rd. to SR 305 is modified to allow left turns from either left turn or through lane onto SR 305 and the signal timing is revised.

To minimize the impact of opening of Ericksen Avenue, the use of design features to calm traffic and make the street more pedestrian-friendly would be required. Traffic calming measures would include designing the connection in a nonlinear manner, stop signs, sidewalks, reduced vehicular speed and extending the existing landscaped median on upper Ericksen.”

Park Designation

In November 1991, the City Council passed ordinance 91-38 regarding a gift of property on the east side of Hildebrand Lane and establishing a public park. The ordinance speaks to 1) the City's acceptance of a gift of land from First Western Development east of Hildebrand Lane, 2) the City owned property (two 30-foot wide strips that align with the

Hildebrand & Ericksen rights-of-way) along the west side of the gift parcel, 3) the City using the afore mentioned properties as a park, and 4) naming of the park. A copy of the ordinance and a drawing of the properties cited in the ordinance are in the appendix to this report.

The review of the ordinance and property deeds by Public Works, Executive Department, and City Legal staff review found that the two 30 foot strips of land (that align with the 60 foot right of way for Ericksen Avenue and Hildebrand Lane) on which the landscaped area currently resides, can be used for street purposes. The following discusses the issues supporting their use as a street:

- The eastern 30 feet of Hildebrand Lane (the “street” area). The City accepted the eastern 30 feet of Hildebrand Lane from James S. Shibayama in March 1972, prior to passage of this ordinance. This is the east side of Hildebrand Lane from Wallace Street north approximately 880 feet, and includes the existing landscaped area. The deed provided that the property shall be “...for public use forever as a road, street and or highway.” From the language in the deed, it is clear that the intent of the property is for purpose of a road and in fact most of the transferred property is being used for that purpose. Its use as a park is not consistent with the intended use of the property.
- The western 30 feet of Hildebrand Lane (the “street” area). The City accepted the western 30 feet of Hildebrand Lane from Dean and Gloria Eckmann, and Eckmann Construction Company in August of 1976, prior to passage of this ordinance. This is the west side of Hildebrand Lane from Wallace Street north approximately 660 feet, and includes the existing landscaped area. The property was conveyed to the city pursuant to a quit claim deed. The deed merely transferred the property and did not contain any use restrictions such as for street purposes. However, because the property is only 30 feet wide and is located in an area that would be a logical extension of a City street, (Ericksen Avenue), an argument can be made that the intent of the property transfer was to further development of the street system. In fact, most of the transferred property is currently being used for street purposes.

In addition to the street purpose issue with the ordinance and deeds, the review found one other item worth discussing:

- Acceptance of gift of property on the east side of Hildebrand Lane. The ordinance speaks to the acceptance of a gift of property from First Western Development Corporation. Despite numerous attempts to execute the documents, this property was never given to, or accepted by, the City. It is the property the storm detention pond is situated upon. The pond takes up most of the property. There is a trail and some benches around the pond that people use. Modification to the fencing around the pond could make it a more pleasant experience to the visitor, although some level of security needs to remain around this pond as it is deep with steep banks. As the City

accepted maintenance responsibility for the pond some time ago, this transfer of property still needs to occur.

Proposed requirements of the draft Non-Motorized Transportation Plan

Currently, this plan is in a final draft for review and consideration for adoption by the City Council. It has not yet been adopted and does not yet represent a mandate. However, it is included in this report to indicate that the plan's proposals would be met by the recommendations that this report makes. The draft Non-Motorized Transportation Plan identifies the Ericksen/Hildebrand corridor as both pedestrian and bicycle commuter routes. The system inventory indicates that bike lanes and 7' wide sidewalks should be in place on both sides of the street along the entire corridor length. The Ericksen Avenue Improvements Implementation Plan is moving forward to reach a Council consensus decision on the specific features that the street south of Wallace Way will receive. The connection plan can be designed to carry through appropriate connection details to match that plan.

Findings of traffic study

The Public Works Engineering division contracted with Johnson, Davies & Lathrop (JDL) consultants to evaluate the existing and build out traffic conditions in accordance with the requirements set forth in the Winslow Master Plan. This study and the contract with JDL were approved by the City Council at their meeting of February 14, 2001. The results of the study were presented to the community at a meeting of April 3, 2001, discussed in a report entitled Ericksen Avenue Circulation Study, September 2001, and are summarized elsewhere in this report.

Johnson, Davies & Lathrop (JDL), in conjunction with TModel Corporation and Cascade Design Collaborative, collected existing traffic flow data and developed an area street/traffic computer model. Using this computer model, they evaluated the current traffic patterns and intersection Levels of Service (LOS) with the Ericksen/Hildebrand connection open to traffic. They compared the change in traffic flows with the connection open to existing flows. During the peak hour of each day the resulting change is to add about 60 peak hour trips to the current traffic on Ericksen Avenue and Hildebrand Lane. This is about a 20% increase to the existing counts of about 300 trips per peak hour (Figure 8). These traffic flows are well within the roadway capacity capabilities for Ericksen Avenue and Hildebrand Lane, but the intersection condition at High School Road/Hildebrand would worsen from LOS "D" to LOS "E" if the intersection remains unmodified (Figures 9 & 10). Note that a LOS "E" at that intersection is still acceptable under the limits established by the Comprehensive Plan. (LOS E is the established limit in this area.)

The JDL study also projected the future conditions for traffic flows and intersection LOS for the Comprehensive Plan design year 2012. With the connection open the future traffic flows on Ericksen and Hildebrand would be increased by 70 to 78 peak hour trips compared to the traffic flows that will occur if the connection is left as is. (Figure 11) This represents an increase of about 21% over the projected counts of about 350 trips per peak hour. Again, these flows are well within the roadway capacities of Ericksen Avenue and Hildebrand Lane. In either case, however, the unmodified High School Road/Hildebrand intersection LOS goes to an unacceptable "F" condition by 2012. (Figures 12 & 13)

Public presentation and comments

A public meeting was held on April 3, 2001 with a presentation of the reasons to consider the opening, JDL's traffic modeling information, discussions and comments with the people attending and the PW staff and JDL representatives. In addition to comments received at the meeting, survey forms were returned from citizens over several weeks following the meeting. The compiled comment results are listed as follows:

- 44% of the comments were from people who work or reside along Ericksen.
- 11% were in favor of opening the connection.
- 19% indicated "maybe" to opening the connection.
- 70% were opposed to opening the connection.
- 20% indicated that they usually drive along the area streets.
- 16% indicate that they usually walk along the area streets.
- 0% indicate that they usually bike along the area streets.
- 64% indicate that they use all three modes of transportation along the area streets.

A number of additional comments were included at the meeting and on the survey forms. These comments included the following common themes:

- Opening the connector ruins the neighborhood.
- Keep the traffic on Highway 305 and Madison, don't allow through traffic.
- This is a planning issue, the neighborhood should remain residential.
- Prior Council members promised that the connection would never be allowed.
- More emphasis is needed on the pedestrian and bike improvements.
- The area intersections are bad already, fix the existing traffic problems.
- Various concerns were expressed about the environmental impacts of any actions.
- Sidewalks and bike lanes need to go all the way from High School to Winslow Way.
- Various suggestions about improving the existing intersections at High School Road and Winslow Way.
- The connection should be opened to eliminate the bank cut-through.
- Various concerns about traffic speeds and safety through the area.

Fire Department Position

The Bainbridge Island Fire Department supports the connecting Ericksen Avenue and Hildebrand Lane. A position paper was prepared and adopted by the Board of Fire Commissioners on September 26, 2001. That paper states in part:

“The Fire Department strongly endorses this recommendation. The Ericksen/Hildebrand connection provides an additional north-south road connection through the downtown area. Another north-south route is critical for maintaining the community's expectation for rapid response to all fire and emergency medical calls.”

A copy of the position paper is in the appendix to this report

Kitsap Transit Position

The Kitsap Transit Agency supports the connection of Ericksen Avenue and Hildebrand Lane. The City Public Works Director, Randy Witt, had conversations with the Kitsap Transit Executive Director Richard Hayes regarding the possibility of opening this connection. In those discussions, Mr. Hayes indicated that the opening of this connection would benefit the transit service on the island by allowing the Number 100 bus service better access and route options to serve the community.

Environmental Documentation

The connection of Ericksen Avenue and Hildebrand Lane was considered in the Winslow Master Plan and addressed at a program level in the Final Environmental Impact Statement for the plan. A future project to construct a street segment in this area would perform a SEPA checklist and appropriate analysis.

Engineering requirements

Public Works Engineering is obligated to follow the requirements established by the Municipal Code, Comprehensive Plan (as amended by the Winslow Master Plan) and other plans that are adopted by the Council (such as the draft Non-Motorized Plan if it is adopted.) At the same time PW Engineering is obligated to follow local, State and Federal design standards and best engineering practices to provide the public with adequate transportation facilities to meet the needs of the community both present and future. Anticipated demands that are created by future growth within the rules and limitations of the Comprehensive Plan cannot be ignored. Transportation development planning must accommodate these demands while following all the above rules and standards. The elements that are essential transportation demands that must be

accommodated in the area transportation planning are motor vehicle bicycle and pedestrian access for both the local neighborhood and the downtown core area.

Many of the concerns expressed at the public meeting and in the comments submitted can be incorporated into the engineering planning and design process for the area transportation system. Some of the concerns, however, are beyond the scope and purview of the transportation system planning and design process. For example, keeping the neighborhood zoned for only residential or eliminating all through traffic cannot be addressed by the transportation planning and design process. These are policy issues that would need to be addressed by the Council.

Engineering recommendations

Hildebrand Lane intersection at High School Road.

The one absolute requirement that has been identified in the study is that the High School Road/Hildebrand Lane intersection will reach an unacceptable LOS whether or not the Ericksen/Hildebrand connection is made. This intersection must be modified to assure that it will conform to the requirements of the Comprehensive Plan. The PW Engineering recommendation to address this intersection is a phased approach described as follows:

Phase 1. Construct a traffic diversion island to separate the right turning and left turning northbound Hildebrand traffic. (Figure 14) This will reduce the delays for right turning traffic that currently is caught in queues behind left turning traffic. This also improves the pedestrian crosswalk alignment and provides a refuge island for pedestrian safety. This modification should be constructed in the near future, within the next 12 to 14 months would be desirable.

Phase 2. Reassess the LOS and projected future LOS for this intersection to determine if and when additional changes would be needed to maintain an acceptable LOS. This assessment will take into account the effects of the High School Road/Madison roundabout and any completed or planned modifications to the Ericksen/Hildebrand corridor. If further Phase 2 changes are necessary the City will likely need to collaborate with the shopping center owners to make modifications to the parking lot access aisles and approaches to High School Road.

Ericksen/Hildebrand connection

PW Engineering staff recommends that the connection be opened. The issue of whether or not the Ericksen/Hildebrand connection should be opened is not as clear as the need to modify the High School Road/Hildebrand intersection. There are several factors which

support the recommendation of PW Engineering to open the connection. These are as follows:

1. The downtown core area has very limited numbers of through streets to carry traffic. In order to provide a reasonable distribution of traffic in the limited grid, the available through streets should be open.
2. In addition to distribution issues there is improved public safety and convenience when optional routes are available for emergency response and for detour routes.
3. Whenever possible traffic should be routed through properly designed streets rather than through commercial parking lots and access aisles. The Frontier Bank “cut-through” is used extensively and is not as safe as a through roadway.
4. The opening would also provide options for neighborhood traffic that can reduce the distances driven which results in lower automotive emissions for the same number of trips.
5. The opening also increases the number of options for motor vehicles using the area businesses both north and south of Wallace Way. This will become an increasing need as further development occurs in the area and represents a significant factor in the vitality of the area businesses.
6. The increased traffic flow of 60 peak hour trips and the resulting intersection LOS in the area does not represent an unacceptable change in traffic conditions under the requirements of the Comprehensive Plan. Ericksen Avenue and Hildebrand Lane can accommodate this traffic.
7. The conditions required for the opening as addressed in the Winslow Master Plan can be met with proper planning and design.
8. The proposed conditions of the draft Non-Motorized Transportation Plan can be met with proper planning and design.

The design of the connection must include the following to the practicable extent:

1. Through sidewalks and bike lanes on both sides of the street
2. A curving roadway alignment
3. Center median continuing as far north as practical
4. Retention of the shelter and as much of the green space area as possible
5. Traffic calming/speed control that will likely include a three-way stop at Wallace/Ericksen
6. Coordination with other roadway and intersection improvements along the entire Ericksen/Hildebrand corridor

Because of the recent intensity of development along the corridor both north and south of Wallace Way the connection should be timed to be constructed in the next 16 to 24 months. This timing will allow for construction and evaluation of the High School Road/Hildebrand intersection modification, can be sequenced to tie in with the Ericksen Avenue improvements planned for construction in 2002, and provides an opportunity to

prepare preliminary estimates to determine how current development should share in the cost of the opening.

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Appendix

1. Figures 1 to 7, similar sized city block patterns
2. Figures 8 to 13, Traffic model figures
3. Figure 14, Proposed Intersection Modification
4. Position Paper from Bainbridge Island Fire District
5. Ordinance 98-38
6. Drawing of properties discussed in ordinance 91-38

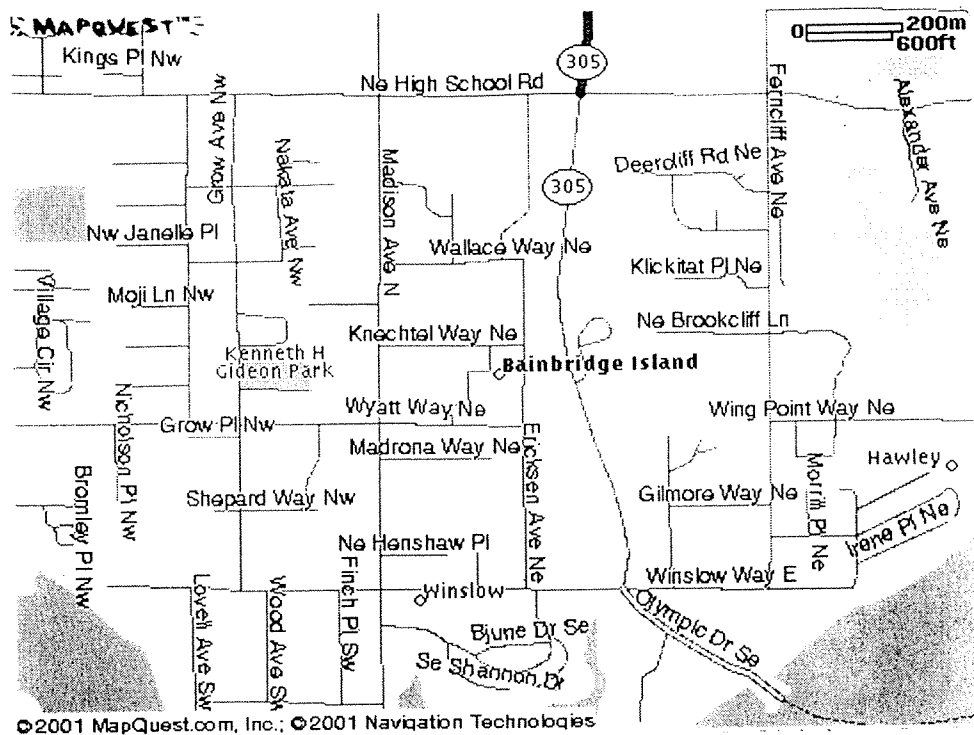


Figure 1. Bainbridge Island downtown area streets

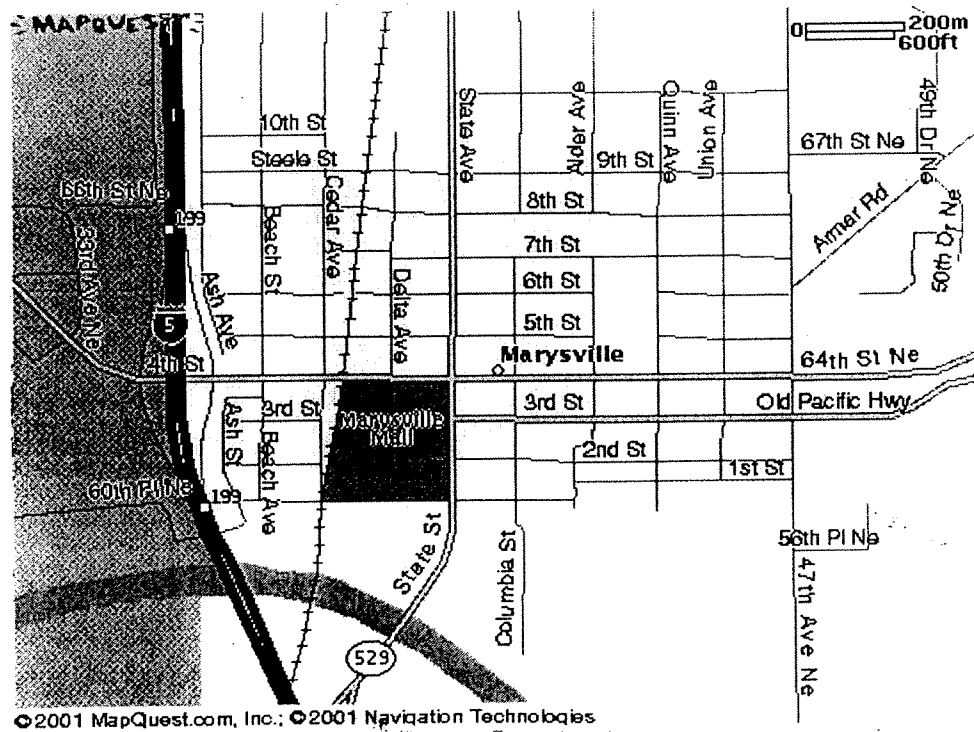


Figure 2. Marysville downtown area streets

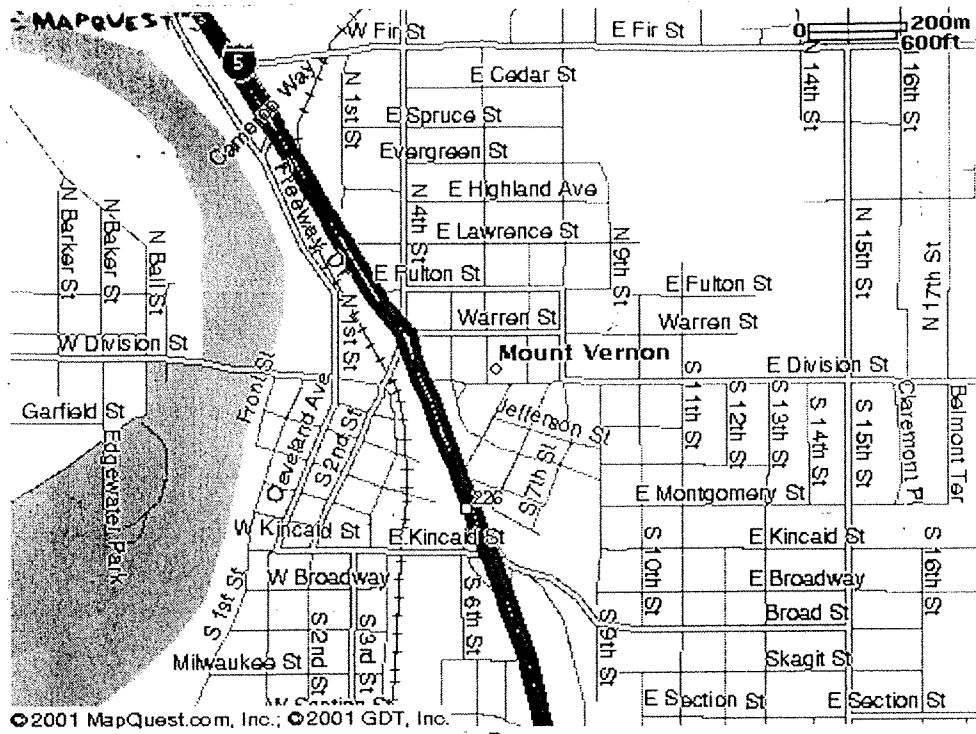


Figure 5. Mount Vernon downtown area streets

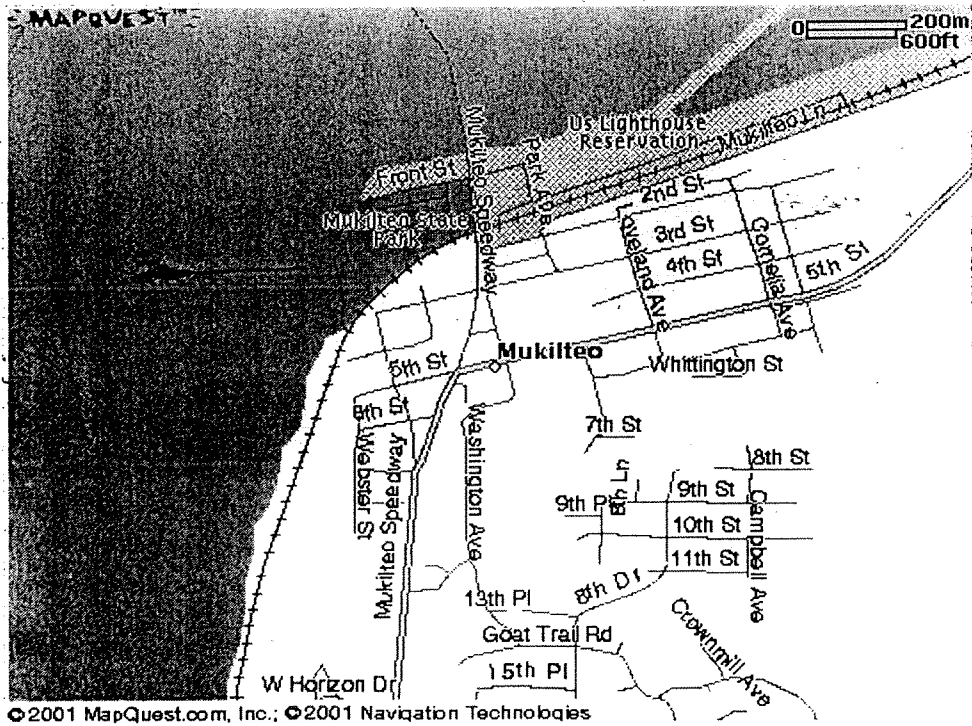


Figure 6. Mukilteo downtown area streets

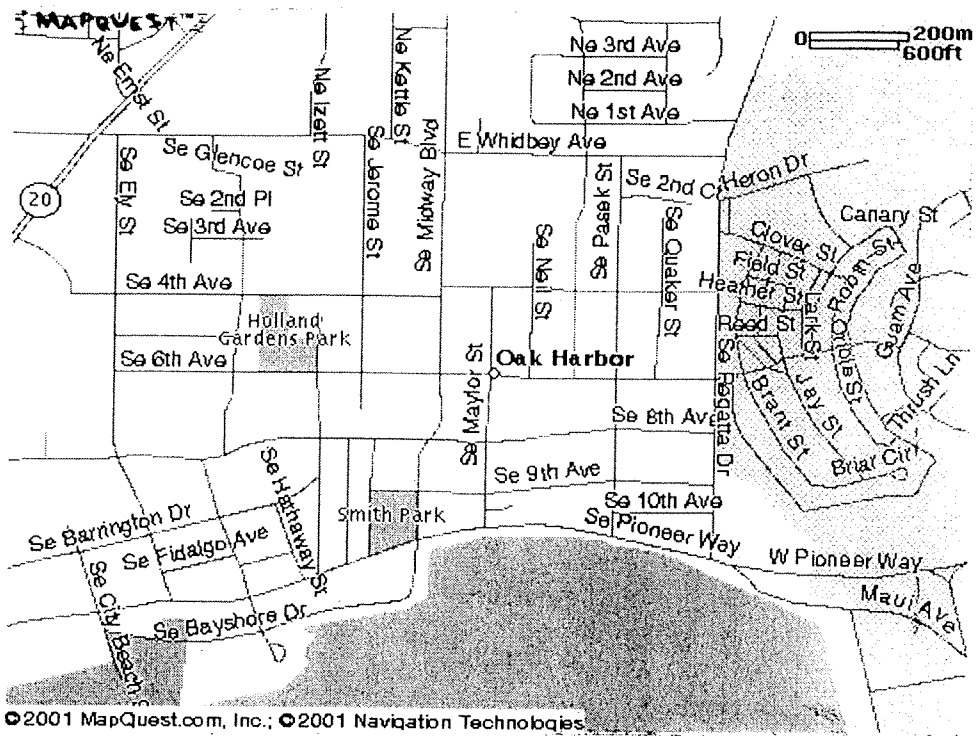
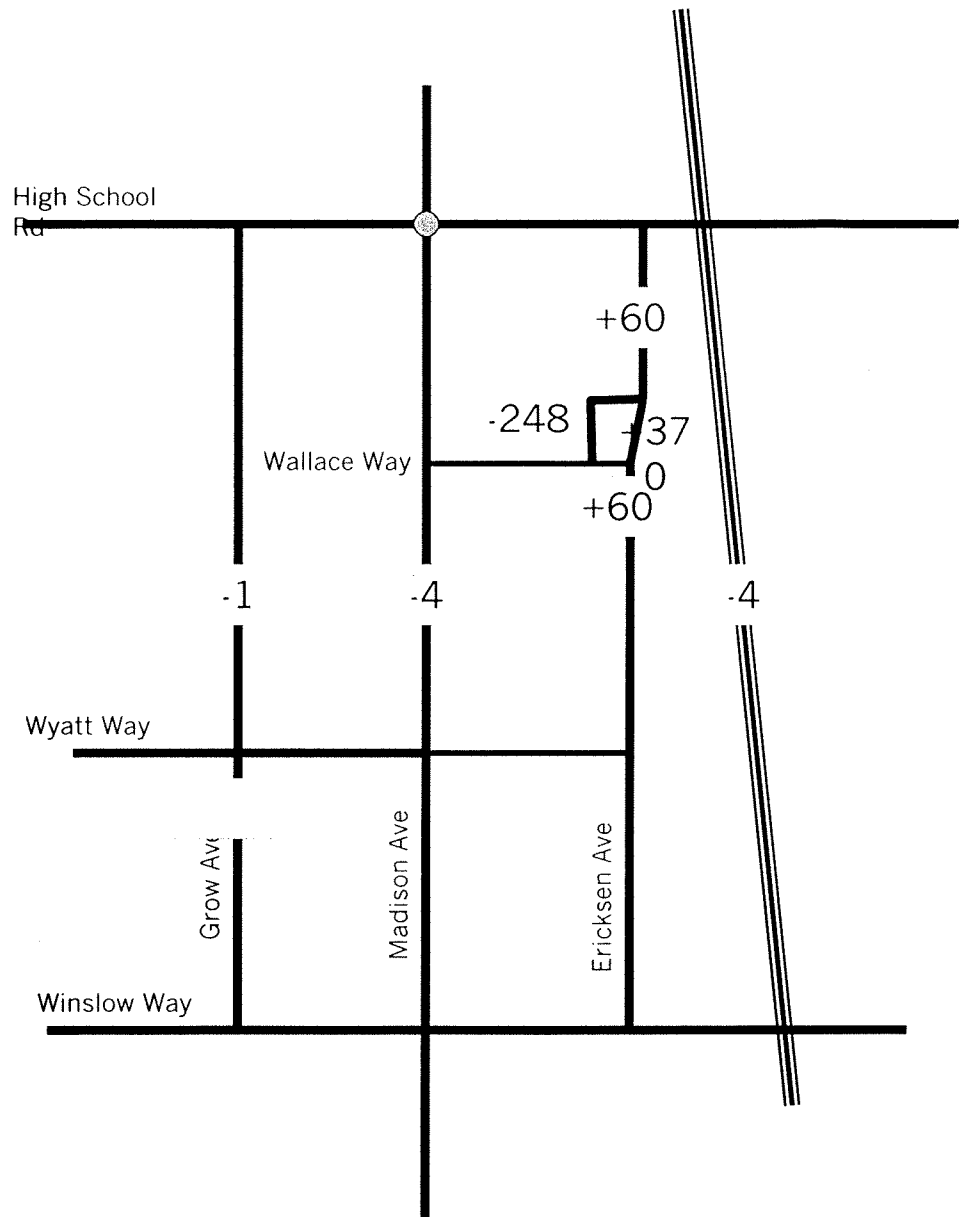


Figure 7. Oak Harbor downtown area streets

Traffic Redistribution - 2001



Erickson Avenue Study

JDL

Figure 8. Current Year Redistribution

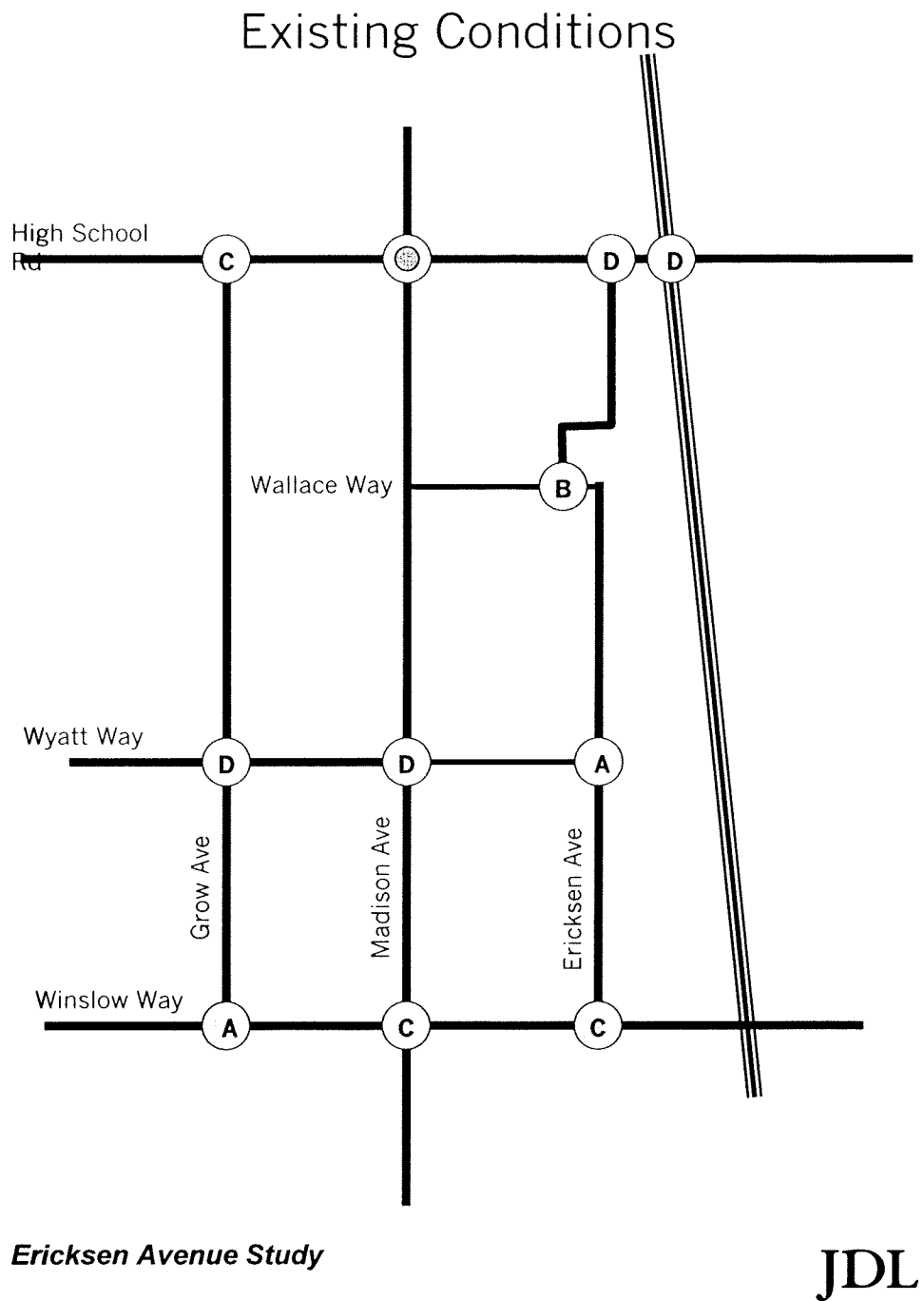
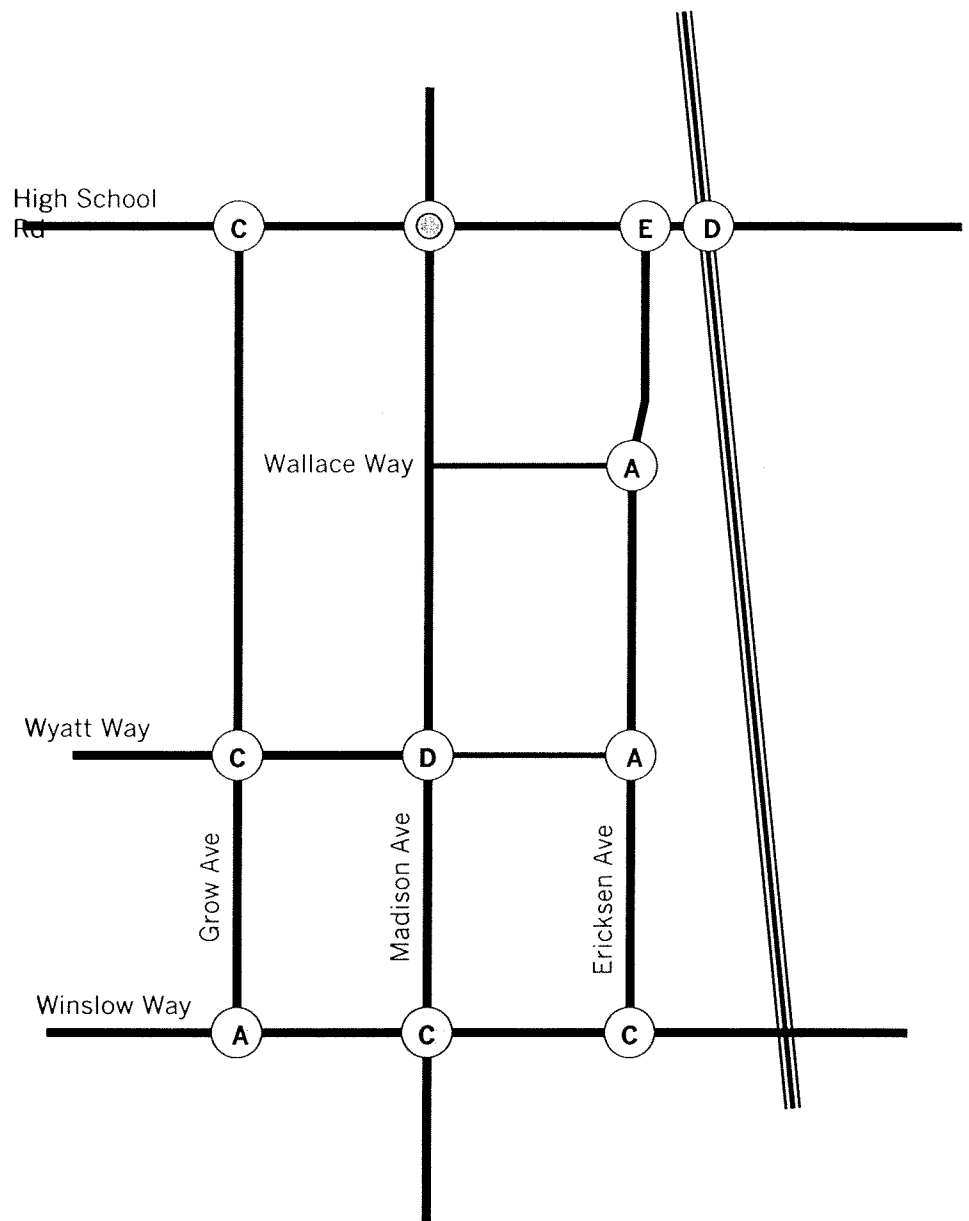


Figure 9. Current Year Intersection LOS

Ericksen Connection – 2001

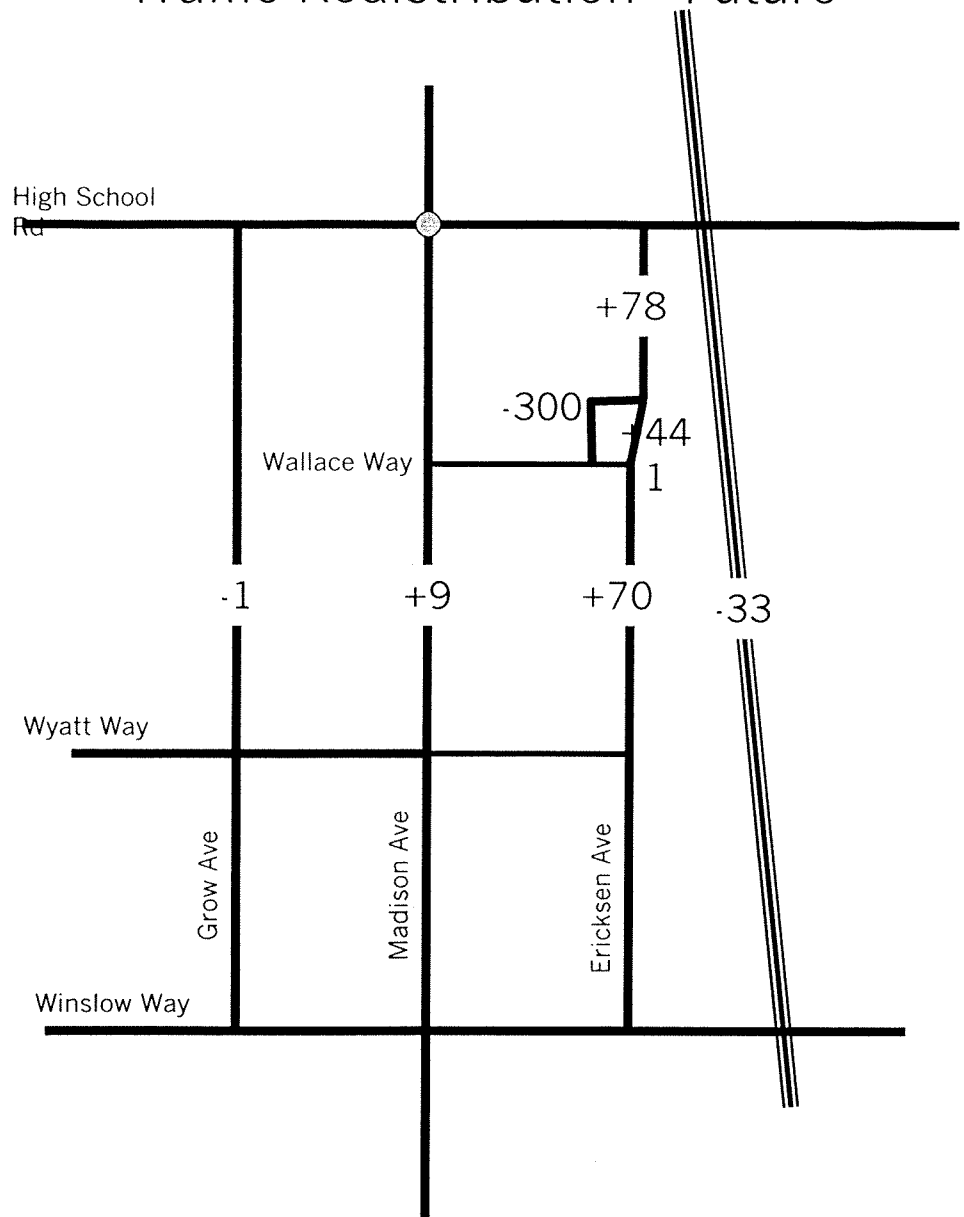


Ericksen Avenue Study

JDL

Figure 10. Current Year LOS with connection open

Traffic Redistribution - Future



Ericksen Avenue Study

JDL

Figure 11. Future Redistribution

Future Conditions: Current Network

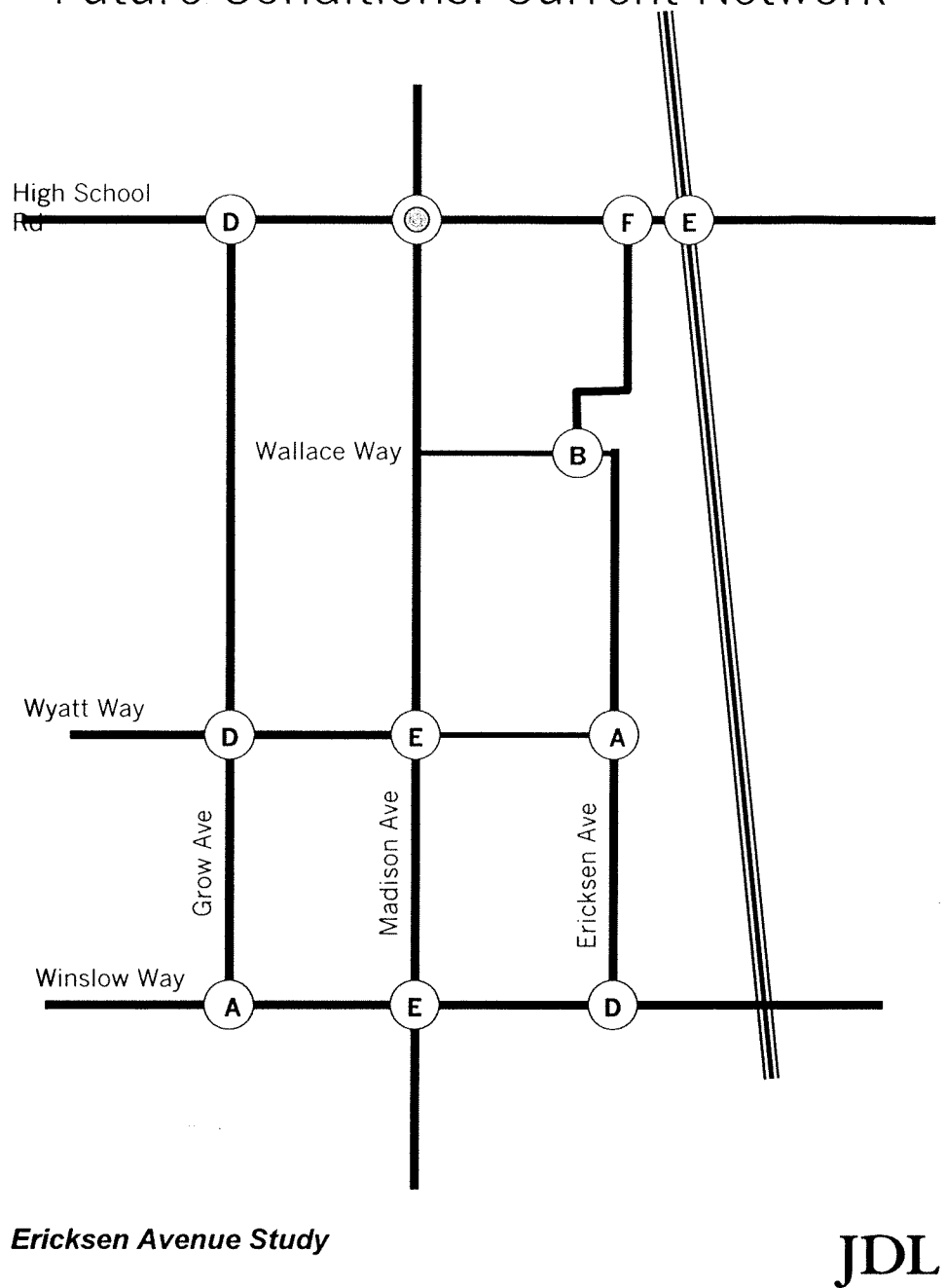
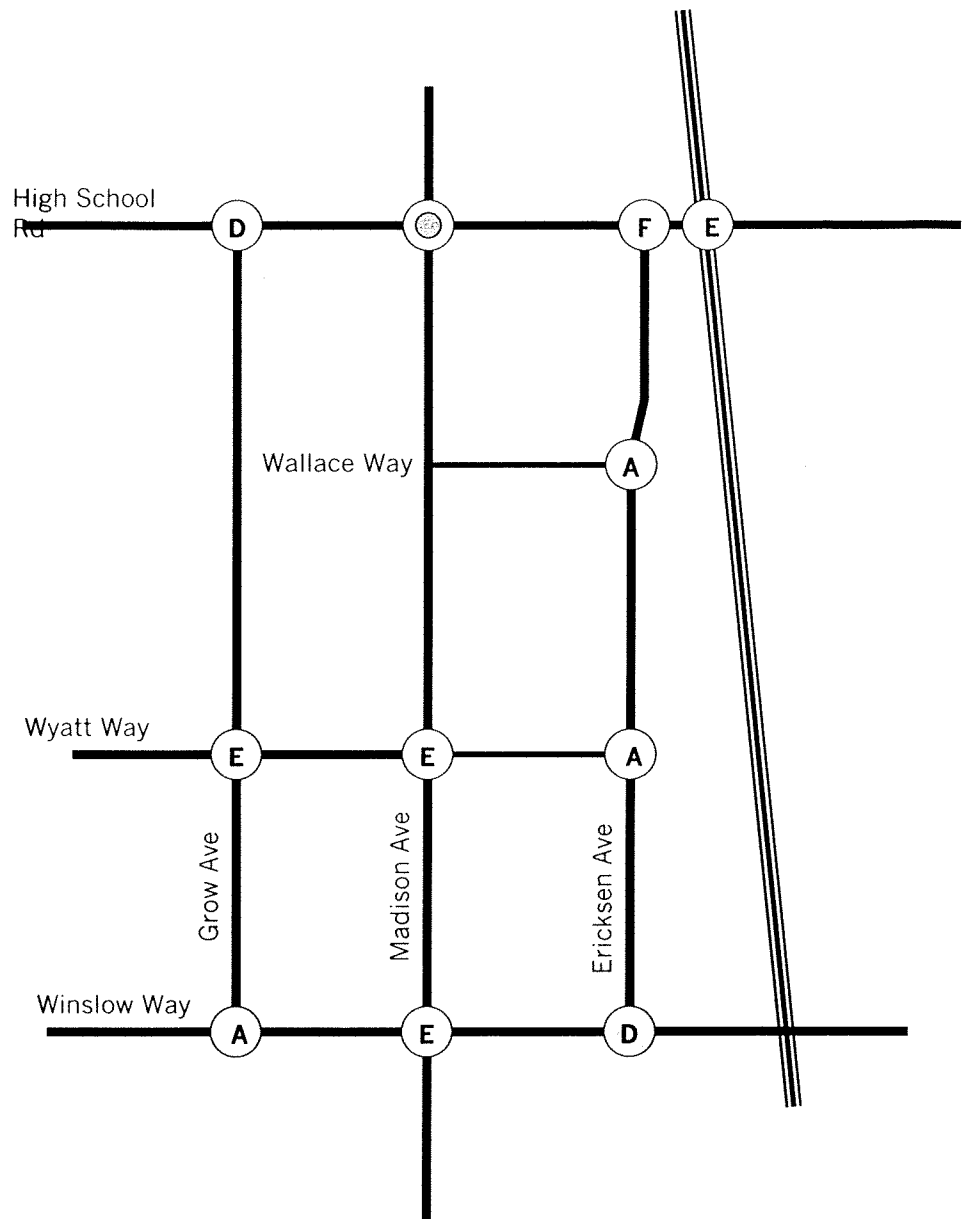


Figure 12. Future Intersection LOS

Ericksen Connection – Future



Ericksen Avenue Study

JDL

Figure 13. Future LOS with connection open

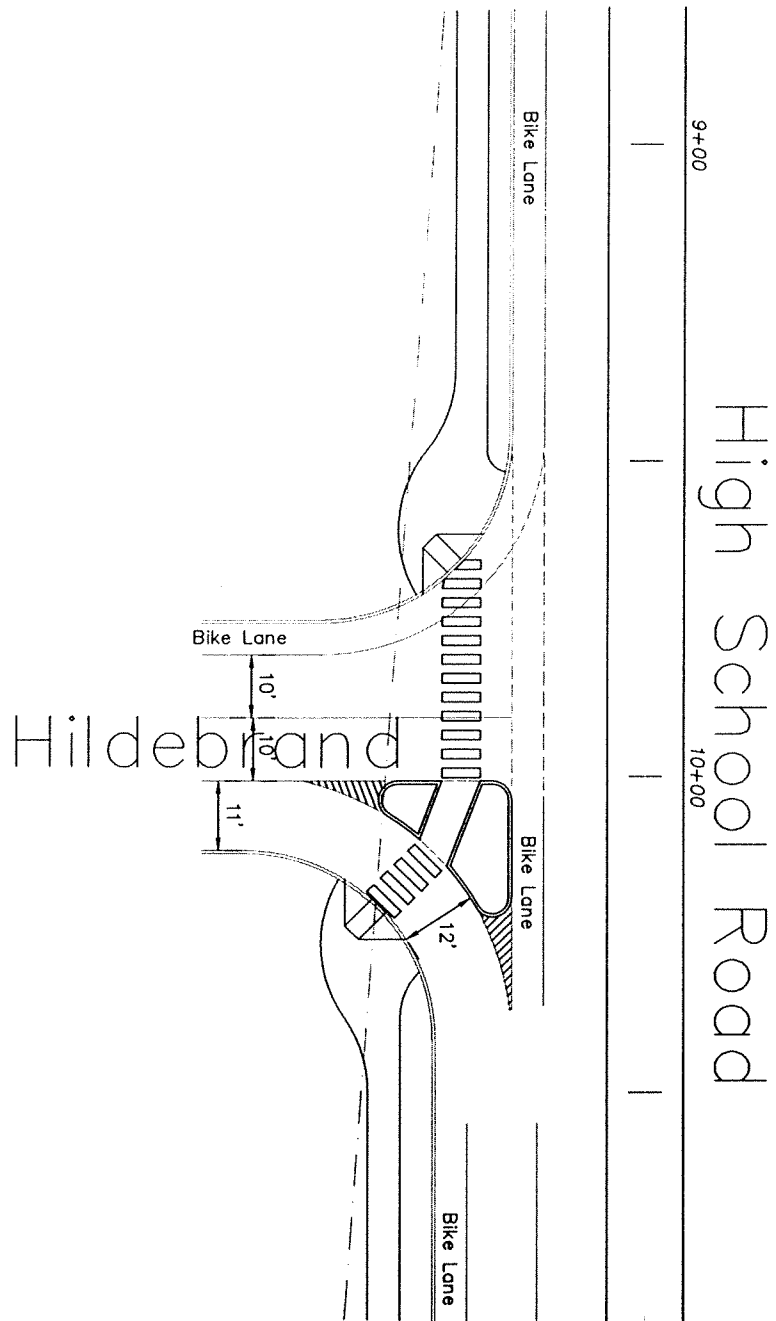


Figure 14. Phase 1 High School Road/Hildebrand Intersection Modifications

FIRE DEPARTMENT POSITION PAPER: OPENING ERICKSEN/HILDEBRAND CONNECTION

September 26, 2001

NOTE: This document reflects the official position of the Bainbridge Island Board of Fire Commissioners. The position was unanimously approved at the Board's regular meeting on September 26, 2001.

The mission of the Bainbridge Island Fire Department is to save lives, protect property, and share responsibility for the community's safety. Fire Department crews serve the community by quickly responding to fires, medical emergencies, rescue situations and major disasters.

The Fire Department has set a response time goal of arriving at the scene of any emergency in five minutes or less. To achieve this level of service both now and in the future, it is critical to have an adequate street grid with defined blocks and through streets. This is especially true in the downtown core area where 50% of the Island's future growth is projected.

The City's Public Works Department has prepared a report that recommends opening the connection between Ericksen and Hilderbrand (report dated September 17, 2001). The Fire Department strongly endorses this recommendation. The Ericksen/Hildebrand connection provides an additional north-south road connection through the downtown area. Another north-south route is critical for maintaining the community's expectation for rapid response to all fire and emergency medical calls.

A hypothetical example helps to illustrate the Fire Department's concerns. In this example, assume that the emergency medic unit has just completed a call by delivering a patient to the Winslow Clinic. The medic crew immediately receives a call for a possible heart attack at the Safeway store. The time of the call coincides with the afternoon dismissal of the high school and unloading of the ferry. Therefore, the choices of routes to the Safeway store are Highway 305 congested with ferry traffic, or Madison Avenue with a congested intersection at High School Road. The most direct route and quickest route would be north on Ericksen, but it does not currently connect with Hildebrand Lane, except through a private parking lot with speed bumps and tight turning corners. Emergency vehicles cannot be expected to navigate to an emergency call through such an obstacle course.

A decision to keep the connection closed will eventually jeopardize emergency response times. Elected officials must seriously consider whether this is a risk residents are willing to take. The report prepared by the Public Works Department is thorough, rational and consistent with the recommendations in the Winslow Master Plan. As succinctly stated by the City Engineer: "Failure to utilize all the available through streets leaves the Winslow core area with very limited choices for access for all traffic including emergency response."

ORDINANCE NO. 91-38

AN ORDINANCE of the City of Winslow, Washington, accepting a gift of a parcel of real property located on the east side of Hildebrand Lane from First Western Development of Washington, Inc., and establishing a public park.

THE CITY COUNCIL OF THE CITY OF WINSLOW, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. The City of Winslow hereby accepts as a gift from First Western Development of Washington, Inc., a parcel of real property located on the east side of Hildebrand Lane in the City, more particularly described on Exhibit A attached hereto and incorporated herein by this reference ("First Western Parcel").

Section 2. The City owns a parcel of real property located to the west of and abutting the First Western Parcel legally described on Exhibit B attached hereto and incorporated herein by this reference ("City Parcel").

Section 3. The City shall use the First Western Parcel and the City Parcel as a public park legally described on Exhibit C attached hereto and incorporated here in by this reference ("Public Park").

Section 4. Within 120 days of the passage of this ordinance the Arts Advisory Committee in consultation with the Bainbridge Historical Society shall submit in the order of preference three names for the park to the City Council. The City Council will thereafter select the name for the park.

Section 5. This ordinance shall take effect and be in force five days from and after its passage, approval, publication and posting as required by law.

PASSED BY the City Council this 21st day of November, 1991.

PASSED BY the Mayor this 21st day of November, 1991.

151
SAM J. GRANATO, MAYOR

ATTEST/AUTHENTICATE:

151
RALPH W. EELLS, FINANCE DIRECTOR

FILED WITH THE CITY CLERK: 11-22-91
PASSED BY THE CITY COUNCI: 11-21-91
PUBLISHED: 11-27-91
POSTED: 11-27-91
EFFECTIVE DATE: 12-02-91
ORDINANCE NO. 91-38

EXHIBIT A
TO
ORDINANCE

That portion of the Northwest Quarter of the Northwest Quarter, Section 26, Township 25 North, Range 2 East, Willamette Meridian, described as follows:

Commencing at the Northwest corner of said subdivision; thence South $88^{\circ}51'00''$ East along the north line thereof a distance of 200.00 feet; thence South $01^{\circ}14'00''$ West parallel with the west line of said subdivision a distance of 30.00 feet to the South Margin of High School Road; thence South $88^{\circ}51'00''$ East along said South Margin a distance of 651.96 feet; thence South $84^{\circ}39'54''$ East continuing along said South Margin a distance of 167.51 feet to the northerly extension of the East Margin of Erickson Avenue N.E. as conveyed to the City of Winslow by instrument recorded under Auditor's File No. 1028548; thence South $01^{\circ}20'17''$ West along said northerly extension a distance of 1058.67 feet to the POINT OF BEGINNING; thence continuing South $01^{\circ}20'17''$ West along said East Margin a distance of 226.13 feet to the south line of said subdivision; thence South $88^{\circ}43'58''$ East along said south line a distance of 126.23 feet to the West Margin of Secondary State Highway No. 21A (State Highway No. 305) as conveyed by deed recorded under Auditor's File No. 588252 and a point of the arc of a curve the center of which bears South $84^{\circ}45'46''$ East; thence northerly along said West Margin along the arc of a curve to the right, said curve having a radius of 2950.00 feet through a central angle of $00^{\circ}09'40''$ a distance of 8.30 feet; thence continuing along said West Margin along an off-set to a spiral to the right, the terminus of said off-set to a spiral bearing North $06^{\circ}11'24''$ East a distance of 121.57 feet from its origin; thence North $06^{\circ}35'54''$ East continuing along said margin a distance of 97.21 feet; thence North $88^{\circ}43'58''$ West 146.11 feet to the POINT OF BEGINNING.

The east 30 feet of the Southwest quarter of the Southeast quarter of the Northwest quarter of the Northwest quarter of Section 26, Township 25 North, Range 2 East, W.M.;
EXCEPT the south 30 feet thereof for City street right-of-way;

AND EXCEPT that portion thereof lying north of the following described boundary:

Beginning at the northwest corner of said section; thence S 1°15'40" W, along the westerly limits of said section, a distance of 1324.91 feet, more or less, to the southwest corner of the Northwest quarter of the Northwest quarter of said section; thence S 88°42'45" E along the southerly limits of said Northwest quarter of the Northwest quarter, a distance of 956.76 feet, more or less, to the southwest corner of the East 30.00 feet of the Southwest quarter of the Southeast quarter of the Northwest quarter of the Northwest quarter of said section; thence N 1°21'43" E along the westerly limits of said East 30.00 feet, a distance of 182.29 feet to a point on the north face of a curb as it existed in 1991, said point being the True Point of Beginning; thence N 54°21'46" E, a distance of 72.98 feet to a point on a line parallel with and 226.13 North of the southerly limits of said subdivision; thence S 88°42'45" E along said parallel line, a distance of 147.61 feet, more or less, to a point on the westerly margin of State Highway 305, said point being the terminus of this boundary;

Situate in Kitsap County, Washington

TOGETHER WITH THE FOLLOWING DESCRIBED PARCEL:

The west 30 feet of the Southeast quarter of the Southeast quarter of the Northwest quarter of the Northwest quarter of Section 26, Township 25 North, Range 2 East, W.M.;
EXCEPT the south 30 feet thereof for City street right-of-way;
AND EXCEPT that portion thereof lying north of the following described boundary:
Beginning at the northwest corner of said section; thence S 1°15'40" W, along the westerly limits of said section, a distance of 1324.91 feet, more or less, to the southwest corner of the Northwest quarter of the Northwest quarter of said section; thence S 88°42'45" E along the southerly limits of said Northwest quarter of the Northwest quarter, a distance of 956.76 feet, more or less, to the southwest corner of the East 30.00 feet of the Southwest quarter of the Southeast quarter of the Northwest quarter of the Northwest quarter of said section; thence N 1°21'43" E along the westerly limits of said East 30.00 feet, a distance of 182.29 feet to a point on the north face of a curb as it existed in 1991, said point being the True Point of Beginning; thence N 54°21'46" E, a distance of 72.98 feet to a point on a line parallel with and 226.13 North of the southerly limits of said subdivision; thence S 88°42'45" E along said parallel line, a distance of 147.61 feet, more or less, to a point on the westerly margin of State Highway 305, said point being the terminus of this boundary;

Situate in Kitsap County, Washington

EXHIBIT C
TO
ORDINANCE

That portion of the Southeast quarter of the Northwest quarter of the Northwest quarter of Section 26, Township 25 North, Range 2 East, W.M., described as follows:

Beginning at the northwest corner of said section; thence S 1°15'40" W, along the westerly limits of said section, a distance of 1324.91 feet, more or less, to the southwest corner of the Northwest quarter of the Northwest quarter of said section; thence S 88°42'45" E along the southerly limits of said Northwest quarter of the Northwest quarter, a distance of 956.76 feet, more or less, to the southwest corner of the East 30.00 feet of the Southwest quarter of the Southeast quarter of the Northwest quarter of the Northwest quarter of said section, said point being the True Point of Beginning; thence N 1°21'43" E along the westerly limits of said East 30.00 feet, a distance of 182.29 feet to a point on the north face of a curb as it existed in 1991; thence N 54°21'46" E, a distance of 72.98 feet to a point on a line parallel with and 226.13 North of the southerly limits of said subdivision; thence S 88°42'45" E along said parallel line, a distance of 147.61 feet, more or less, to a point on the westerly margin of State Highway 305; thence southwesterly along said highway margin to a point on the southerly limits of said subdivision which bears S 88°42'45" E of the True Point of Beginning; thence N 88°42'45" W along said southerly limits to the True Point of Beginning;
EXCEPT the West 60.00 feet of the South 30.00 feet thereof for City street right-of-way;

Containing 0.94 acres, more or less.

Situate in Kitsap County, Washington.

WALLACE

SCALE: 1"=100 FEET
0 50 100 200

WEST
30 FT.

EAST 30 FT.
"PARK TRACT"

SR 305

